Social Obligations in Railways

4286. DR. R. K. PODDAR:
SHRI SUNIL BASU RAY:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of the social obligations in railway parlance;

(b) how much subsidies railway received from Government for this; and

(c) how much cut in the said subsidies can be afforded by the railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) The losses accruing from uneconomic operations for the purpose of meeting wider socio-economic objectives are termed as 'Social Obligations'. These losses are on account of transportation of essential commodities carried at concessional rates, passenger and other coaching services offered at subsidised rates, operation of uneconomic branch lines, law and order cost, etc. The loss on such account has been assessed at Rs. 2098.67 crores during 1991-92.

(b) No subsidy is provided by the Government on account of 'Social Obligations'.

(c) Does not arise.

Proposal to double the Cuttack-Paradip Railway Line

4287. SHRI PRAVAT KUMAR SAMANTARAY:
SHRIMATI ILA PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Cuttack-Paradip Port Railway line was constructed 20 years back and designed to handle two pairs of rakes a day;

(b) whether the to and fro traffic of Paradip Port has increased to six pairs of rakes handling a day and by the end of Eighth Five Year Plan this traffic would increase further;

(c) if so, whether there is any proposal to double the Cuttack-Paradip Railway Line;

(d) if so, what are the details thereof; and

(e) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) The line was constructed in 1973-74 and is designed to handle normal traffic. No lines are constructed to handle only two pairs of rakes a day.

(b) The present and future traffic profile of traffic on Cuttack-Paradip section is as follows:

Year	Line Capacity	Passenger	Goods	Departmental	Total
1991-92	12	1	9.4	0.5	10.9
1996-97	12	2	14.2	0.5	16.7